



# MRT news

newsletter of the MRT project

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## THE HOMECOMING

*A significant number of Malaysians who were working overseas have answered the call to return to serve with the MRT Project. Read the stories from four of them on pages 2 and 3*



■ BACK HOME: From left, Sarah Sofia Yahya, Ahmad Safuan Ahmad Radzi, Arun Govindasamy and Goh Tze Kh'ng.

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# MALAYSIANS COME HOME TO THE MRT PROJECT

By Nik Haizan Nik Zambri, Nadia Azmi and Nadia Marie Mohammad Azlan

**MANY** Malaysians have sought opportunities overseas, building up successful careers and even laying down roots there.

Yet, a significant number have answered the call to return to serve, bringing home their experience, knowledge and talents in fields such as engineering, architecture, project planning and commercial management to the country's largest infrastructure project.

Here are the stories of four who have chosen to return.

## BACK TO A DREAM JOB



**ACHIEVEMENT** • Ahmad Safuan standing in front of King Abdullah University of Science and Technology's residential area that is located next to a canal.

**ENCIK** Ahmad Safuan Ahmad Radzi has always wanted to work in an MRT Project.

While he was working in Saudi Arabia, he had used the Makkah Metro several times while performing his Haj.

"The six-car trains transport pilgrims between Mecca and Mina so efficiently and comfortably. Wouldn't it be great for Kuala Lumpur to have a system like that to alleviate the traffic congestion," he thought.

At that time, he was with Ranhill Bersekutu Sdn Bhd and was seconded to Saudi Aramco, which was developing the King Abdullah University of Science and Technology in Thuwal, north of Jeddah.

Ahmad Safuan, 38, who has a degree in civil engineering from Universiti Sains Malaysia and a Masters in Construction Management from Universiti Teknologi Malaysia, was a Senior Engineer in charge of monitoring the technical aspects and logistics on the site.

The project was completed in 2010. After spending three years in Jeddah, he returned home to Cheras, Selangor. There were several offers to go back to Saudi Arabia but he decided he wanted to seek opportunities in Malaysia instead.

"I then heard that the Government was planning to implement the Klang Valley MRT Project and I really wanted to be part of it.

"I applied to join Syarikat Prasarana Negara Bhd, which was the project owner then. I got in, but unfortunately, I was not assigned to the MRT Project. Of course I was disappointed," he says.

When the Klang Valley MRT Project was handed over to newly formed Mass Rapid Transit Corporation Sdn Bhd (MRT Corp), Ahmad Safuan, lost no time in applying to join the new company.

He joined as a Senior Engineer with the Underground Stations Division and oversees the construction of the Bukit Bintang MRT Station – seen as the most complicated to build of the seven underground stations of the MRT Sungai Buloh-Kajang Line - and the Merdeka Station.

The project, which involves doing construction work in the Golden Triangle, has brought a new set of interesting challenges.

"This is the first time I am required to deal with stakeholders directly. It can be quite a task handling the public but it's rewarding," he says, adding that the extremely tight Bukit Bintang MRT Station worksite also requires engineers to be very innovative in their construction methods.

Coming from a family of engineers – he has four other siblings who are engineers – Ahmad Safuan says young engineers should grab any opportunity to experience working overseas.

"There is a lot to be learnt when you live in a foreign country, from their cultures and the expertise they can offer. But do come back and give back to the country the knowledge and experience gained," he says.

## RIDING THE TRAIN HOME



**PRIDE AND JOY** • Arun posing next to a model of "The Guiding Light" at the MRT gallery.

**AFTER** spending 10 years in the United Kingdom with a subsidiary of world-renowned train manufacturer Siemens AG, Mr Arun Govindasamy made the decision to come home.

Arun, 38, who is Assistant General Manager, Electric Train and Depot Equipment & Maintenance Vehicle Division in Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) is no stranger to the rail industry.

This mechanical engineer who graduated from the University of Sheffield began his career in the railway sector with Siemens Integra Transportation Systems Sdn Bhd where he worked on the Express Rail Link Project in the late 1990s.

In 2002, he took the bold step of moving to the United Kingdom to further his career. When this window of opportunity presented itself, he decided to grab it. The decision was greatly influenced by one of his directors at that time, who had provided continuous support and encouragement.

He joined Siemens Mobility, which deals with rolling stock maintenance, in the UK. Based in Northampton which is the Rolling Stock Headquarters, he was involved in numerous major rail projects, beginning with South West Trains, Heathrow Express, National Express East Anglia, Northern, London Midlands, TransPennine Express, First ScotRail and the most recent being the Thameslink.

In 2009, he was asked by Siemens AG to be part of a team doing feasibility studies. This brought him to many parts of the world such as Johannesburg, Rome and Dubai for periods of three to six months at each location.

Arun has always harboured the wish to return to Malaysia but could never find the right time. However, one day in 2011, he found out that Talent Corporation Malaysia (TalentCorp) would be holding a roadshow in Manchester. He decided to go and see what was on offer.

"People there were telling me rail expertise was really needed back in Malaysia," he says.

TalentCorp helped secure an interview with MRT Corp Project Director Mr Marcus Karakashian while Arun was back in Kuala Lumpur for a holiday. In January 2012, he received an offer to join MRT Corp. Four months later, he started work at MRT Corp headquarters at Bukit Damansara.

"I wanted to contribute to my country. I felt that the knowledge and expertise I acquired while in England, had to be shared," Arun explains.

He adds: "Working in a totally different work culture has taught me many things, in terms of professionalism, the constant need for change and doing it right the first time. It was indeed an eye-opener, having had the chance to work alongside the world's finest innovators in rail."

Arun says the Klang Valley MRT Project has opened up many opportunities for Malaysians.

He is happy to see with how the project is being approached under the leadership of a good management team.

"I believe MRT Corp is heading in the right direction and will be the game changer in the industry," he says.



**READY TO SHARE** • Goh giving a short briefing on Phileo Damansara Station worksite to a delegation from Mass Rapid Transit Jakarta.

## FOLLOWING THE RAILWAY

**MR** Goh Tze Kh'ng has always been involved in railway projects since starting his career in Singapore after graduating as an engineer from Nanyang Technological University, Singapore (NTU).

Goh, who is from Pontian, Johor, has always wanted to be an engineer but never dreamt that he would be involved in building railways. But his first job with the Land Transport Authority (LTA) Singapore in 1998 more or less sealed his fate and has been doing that since.

During the 14 years with the LTA, he was assigned to different projects, such as the North East Line, Circle Line and the Downtown Line.

In 2012, Goh decided to come back to Malaysia after getting an offer to work with the Klang Valley MRT Project. He is Director of Elevated Construction (North)

in Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) which makes him in charge of the construction of the northern section of the elevated alignment from Sungai Buloh to the Semantan Portal as well as the Sungai Buloh Depot.

"The main reason to make the move was because of the project itself. I remember saying to myself, 'What an interesting and exciting experience for me to be part of Malaysia's first MRT line,'" he says.

The Klang Valley MRT is Goh's fourth MRT construction job and he still finds it as interesting as his first.

"It is always interesting building things from zero, however many times I do it," he says.

On working in Malaysia, there is some difference in terms of work culture.

"People here are much more open and everyone is able to express their opinion. In Singapore, it is more rigid and process driven. I hope to share some of my experience from working in Singapore and apply them here," he adds.

To the young engineers on their first job, Goh says they should be patient, especially when they find things not going the way they expected.

"It takes time to build up a career. Be patient and persevere," he says.

And how does he keep his focus and do well in his job?

"Always visualize the end result. It will motivate you."



# RETURNING HOME TO SERVE

from the desk of the CEO  
**DATUK WIRA AZHAR ABDUL HAMID**

**WE** have decided to be a little different for this edition of MRT News.

Instead of focusing on construction and machines for our main story, we have decided to put the limelight on the humans behind the project - specifically those who have returned from overseas and decided to be part of our very exciting project.

I have always said that more than all the technologically-advanced machines that we have on our project, our human capital is the project's most important asset. It is extremely important for us to get the best brains in all disciplines, be they in construction, design or project management, in order to deliver a good product.

Those working on the MRT Project have come from everywhere. It is run by a strong team of Malaysians working together with a contingent of expatriates.

What makes me particularly proud when I talk about human capital is how the MRT Project has managed to attract Malaysians working overseas to return home. Malaysia, though Talent Corporation Malaysia (TalentCorp), has been trying hard to reverse the brain drain which has been occurring for many years. Indeed, something needs to be done to stop the country's best brains being lost to other countries.

The reasons why Malaysians leave for foreign shores are many. It will be next to impossible for us to stop brain drain completely but

the Government is nevertheless creating opportunities so that Malaysian talent can be kept at home while attracting those who are already away to come home.

I am glad that the MRT Project is one of these opportunities which has managed to attract talent home. The four people featured in this edition of MRT News will give you an idea on what made them seek opportunities overseas and what had brought them back home. They also share how their homecoming has been so far.

There are of course many more with such stories within MRT Corp. We have 18 Malaysians who have returned directly from overseas to join us. Many others had finished their stint overseas and have decided to remain in Malaysia to be part of this exciting project.

I wish them the greatest success in this new phase of their lives.

I am also happy to report that the construction of the MRT Sungai Buloh-Kajang Line is approaching the halfway mark. As at the end of June 2014, the project was 47.63% complete, with the status of the underground section at 63.34% and elevated section at 37.24%.

Our tunnel construction is progressing well. Tunnel sections between the Semantan Portal and KL Sentral, Pasar Rakyat and Cochrane, Cochrane and Maluri MRT Station, and between Maluri Station and the Maluri Portal

are completed. Tunnel excavation with five tunnel boring machines (TBM) is currently on-going from KL Sentral towards Pasar Seni (two TBMs), Pasar Rakyat towards Bukit Bintang (two TBMs), and from the Pudu Launch Shaft towards Merdeka Station (one TBM).

Progress for our seven underground stations is also going well, where construction of the station structures for six stations have already started.

For the elevated section, we have completed 35% of the elevated guideway upon which the tracks will be built. Permanent track-laying has also begun in the Sungai Buloh Depot.

The second quarter of this year ended on a high note with the delivery of the first two car bodies of our trains. The two car bodies were unloaded in Westport, Port Klang and transported to the SMH Sdn Bhd train assembly plant in Rasa, Hulu Selangor.

I can feel the excitement as we move into the next phase of the project working on our system works, which include the laying of tracks and delivery of the trains. It should not be too long before the 232 cars arrive in Malaysia and are assembled into the 58 train sets which will run along the MRT Sungai Buloh-Kajang Line.

*Azhar*

## PASSION FOR DESIGN



**PROUD** • Sarah Sofia during her weekly site inspection at the Marina Bay Financial Centre Tower 3.

**HEARING** the enthusiasm when Ms Sarah Sofia Yahya, 28, talks about her work as an architect, it is hard to believe that her first ambition was to be a doctor.

Biology was always her first love and after finishing her secondary school at Sekolah Menengah Sains Muar, it was almost a given that she would pursue a career in medicine.

However, when she finished her matriculation, she was offered Architecture in Universiti Teknologi Malaysia (UTM). Instead of feeling disappointed, she embraced the idea of becoming an architect wholeheartedly.

"In fact, I found it enjoyable as I had a passion for art," she says.

As graduation approached, Sarah set her sights southwards to Singapore. She was accepted by Architects 61 which was exciting because the firm handled most of the high-rise that shaped Singapore's skyline. Furthermore, it was housed in a building

designed by same architect of The Louvre, Paris. At the firm, she was part of the Marina Bay Financial Centre megaproject team.

Her introduction to railways began with the next company she joined.

"At DP Architects, I was involved in the Tuas MRT Depot as the Project Architect," she says.

By that time, Sarah married a Malaysian, and was balancing a hectic schedule at work with a long-distance relationship.

"Weekdays were all about work while some of my weekends were spent in Malaysia," she says.

One day, Sarah received a call from a former colleague from the Tuas Depot Project and was told that she had been recommended to someone in MRT Corp.

"The rest, as they say, is history," she says. She is currently a manager in the Design Division (Architecture) in MRT Corp.

Besides being able to be with her husband, Sarah says her decision to join MRT Corp allows her to gain more experience in rail transit projects.

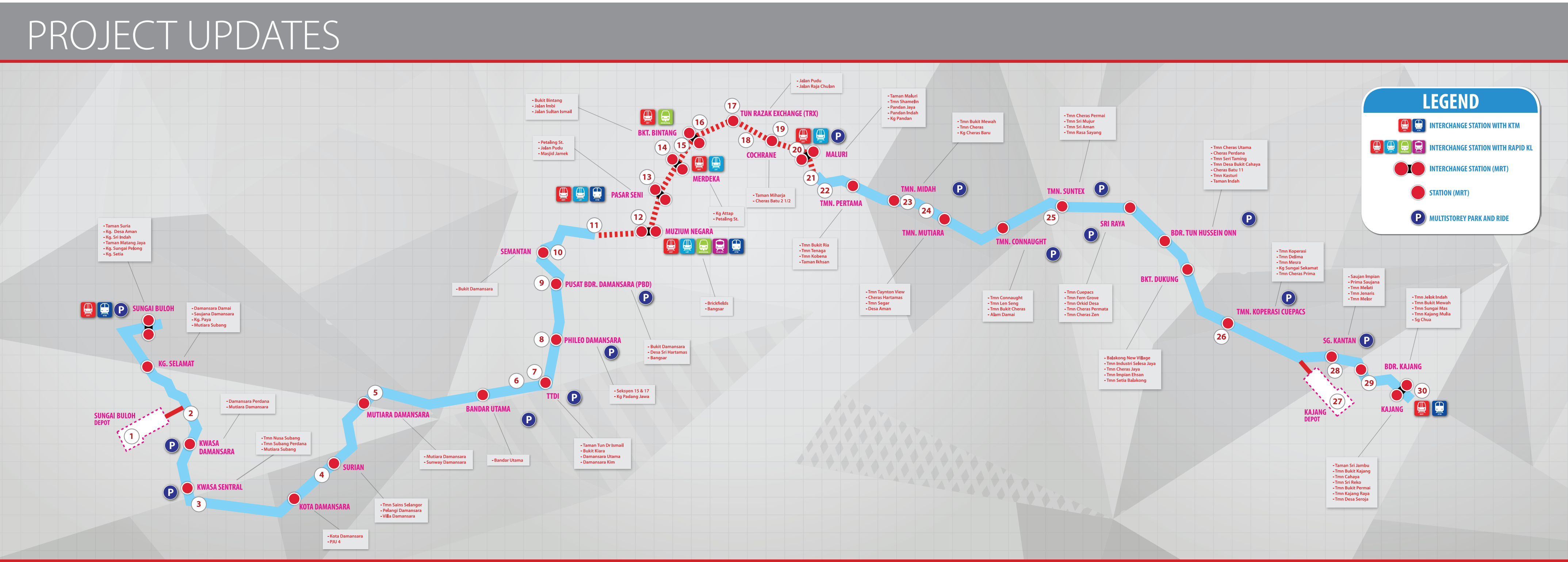
"Working with an MRT Project is an opportunity that does not come often," she adds.

Being back in Malaysia has allowed her to see many things from different angles. Although a Malaysian, she had never worked here and coming home has required a certain level of adjusting to the new work pace and environment.

"My immediate superior is a Singaporean, so the change has not been so abrupt."

"I am enjoying it here. I'm learning new things every day and at the same time, I'm glad that I have the opportunity to share my experience and contribute," she says.





**1**

**TAKING SHAPE**

Aerial view of the Sungai Buloh Depot showing the covered stabling yard (left), rolling stock maintenance building (middle), infrastructure building (right, back) and administrative cum operations control centre (right, front).

**2**

**INTO THE HORIZON**

View of a stretch of the completed MRT guideway for the branch line leading from the Sungai Buloh Depot (right) while a launch gantry is constructing the guideway for the main line.

**3**

**COMPLETED**

Aerial view of the completed stretch of the MRT guideway heading towards Kota Damansara inside Rubber Research Institute of Malaysia site in Sungai Buloh.

**4**

**BUSY CROSSROAD**

Construction of an underpass at the Persiaran Surian-Jalan Mahogani junction in progress.

**5**

**SHOPPING AREA**

MRT construction taking place near Surian Tower and IPC at Mutiara Damansara.

**6**

**IMPRESSIVE MACHINE**

A launch gantry erecting the MRT guideway along the median of Jalan Damansara.

**7**

**BUSY SITE**

Construction of the TTDI Station near Plaza TTDI in progress.

**8**

**FULL SWING**

Construction of the Phileo Damansara Station, in progress.

**9**

**DIFFICULT LOCATION**

Aerial view of the construction of the Pusat Bandar Damansara Station above Sprint Highway's Malatya interchange.

**10**

**COMPLICATED**

Aerial view of the construction of the Semantan station over Jalan Semantan.

**11**

**NORTHERN END OF THE TUNNEL**

View of the cut-and-cover section of the excavated material from the tunnel boring machine at the Semantan Portal.

**12**

**TUNNELLING ONWARD**

View of the completed tunnel and the back of the tunnel boring machine which is excavating the tunnel towards Pasar Seni MRT Station.

**13**

**DEEP EXCAVATION**

View of the Pasar Seni MRT Station box with the former UO Superstore site at the foreground of the picture.

**14**

**BUSY WORKSITE**

The dismantling of struts which have been holding apart diaphragm walls inside the Merdeka Station box in progress.

**15**

**HARD AT WORK**

View of the front section of the Pudu 2 Tunnel Boring Machine which is excavating the tunnel towards Merdeka Station.

**16**

**LIMITED WORKSPACE**

A launch gantry erecting the MRT guideway along the median of Jalan Damansara.

**17**

**DEEP STATION**

View of the southern end of the Pasar Rakyat Station box, with the openings of the two tunnels from Cochrane Station at the bottom right.

**18**

**TUNNEL VIEW**

View of the Cochrane to Pasar Rakyat tunnel.

**19**

**UNDERGROUND STATION**

View of the lower plant room level slab (top), concourse level slab (middle) and platform slab (bottom) of Cochrane Station being constructed.

**20**

**EXCAVATION IN PROGRESS**

The Maluri MRT Station box being excavated with decking over the excavation area to create more work space and for road diversions.

**21**

**ABOVE GROUND**

View of the cut-and-cover section of the Maluri portal where MRT trains will surface from underground.

**22**

**GOOD PROGRESS**

Installation of the guideway parapet being carried out along a completed section of the guideway at Sri Sabah Flats.

**23**

**STRONG SUPPORT**

Piers and cross beams for the MRT station taking shape in front of the shops in Taman Midah, Cheras.

**24**

**ON TOWARDS THE CITY**

View of the completed guideway along Jalan Cheras at Taman Midah.

**25**

**ELEVATED STATION**

Construction for the Taman Suntex Station next to the Cheras-Kajang Highway in progress.

**26**

**FULL SWING**

Construction for the Taman Koperasi Cuepacs Station beside the Cheras-Kajang Highway in progress.

**27**

**VAST SITE**

View of the Kajang Depot showing the reinforced concrete stumps and platform slab in the covered electric multiple unit (EMU) stabling area at left being constructed.

**28**

**STATION COMING UP**

View of the construction for the Sungai Kantan Station in progress.

**29**

**IN THE MIST OF TOWN**

Aerial view of the Bandar Kajang Station site near the Kajang Stadium.

**30**

**ROUND THE CLOCK**

View of construction work for the Kajang MRT Station being carried out at night.



# A GLIMPSE INTO THE FUTURE

By Nadia Azmi



■ **THRILLED** • MRT Corp staff pose at the front window of the mock MRT train.



■ **FOR KEEPSAKE** • Hot.fm radio announcer, Kieran taking a photo with a member of the public in the mock MRT train.



■ **FIRST HAND** • Members of the media inside the mock train during the media tour.

**THE** public got a glimpse into the future of public transport in the Klang Valley when Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) put on display a lifesize mock of the trains of the MRT Sungai Buloh-Kajang Line.

The mock train was displayed at the KLIA Ekspres Arrival Hall in KL Sentral from 17 March 2014 to 16 May 2014.

Thousands of visitors flocked to the mock train where they had the opportunity to get a feel of being in the train.

The mock train was a replica of half a car of the MRT train, following the actual design, colour and interior layout. It also had the complete set of fittings and fixtures, information display screens and public announcements.

They were encouraged to capture and share their experience by posting pictures on Instagram with the hashtag #MRTMalaysia. Hundreds of pictures were posted during the period when the mock train was displayed.

Visitors also gave their feedback on the design. Many said the train was spacious and had a very modern look. Many also gave comments about the position of handrails and the on-board signage.

The mock train also attracted the attention from radio station Hot.fm which used it as the venue for a Stack Attack Challenge on 7 May 2014.

During the event, their announcers Kieran and Liza each recruited five members of the public to face each other off in a Stack Attack Game where the participants earned points by stacking and re-stacking plastic cups.

Many other games were also played, such as getting participants to complete singing songs which are played.

Around 30 members of the public who happened to be at the mock train had a good time taking part in event which lasted about two hours. Many also did not miss the chance to be photographed with Kieran and Liza.

The mock train was a collaboration between MRT Corp and Siemens AG of Germany, the contractor supplying the trains for the MRT Sungai Buloh-Kajang Line.

“This mock-up came from halfway around the world. It was built in Germany, then disassembled and shipped to Malaysia before being reassembled again here at KL Sentral,” said Ms Sandra Gott-Karlbauer, Chief Executive Officer of Urban Transport, Rail Systems Division of Siemens AG during a media tour of the train on 17 March 2014, the day the mock train was opened to the public.

MRT Corp Director of Strategic Communications and Public Relations, En. Amir Mahmood Razak, who was present at the media tour, said trains were the most important touch point for the public.

“Commuters will spend more time on trains than in any other component of a rail service. This is why MRT Corp wanted the public to be able to get a feel of our trains before the actual trains start running,” he said.

The train, with the design theme “The Guiding Light”, will begin running in December 2016 when Phase One of the MRT Sungai Buloh-Kajang Line between Sungai Buloh and Semantan Stations become operational.

The MRT trains will be supplied by Siemens and each train set will have four cars. Each train can carry 1,200 passengers.

The design of the train is by DesignworksUSA of the BMW Group while the different components of the trains will be manufactured in various parts of the world. Some components, such as the seats, LED lighting and cables, are manufactured in Malaysia.

The components from overseas will be shipped to Malaysia and transported to the SMH Rail Sdn Bhd plant in Rasa, Hulu Selangor, to be assembled. Once completed, the trains will be delivered to the Sungai Buloh MRT Depot.

A total of 58 trains will be used for the first MRT line, allowing a frequency of one train every 3.5 minutes during peak hours. When operational, the train will have a maximum speed of about 100km per hour but will only travel at an average speed of about 40km per hour.



■ **LANDMARK** • Graduates of the MRT Young Entrepreneurs Programme.

The participants were diploma or degree holders aged between 24 and 31 and were among those who had undergone a year’s training with PUNB. The selection process for the Programme required the participants to submit their resumes and go through an interview.

Once selected, the participants underwent a year of training with PUNB and subsequently another six months with MMC Gamuda KVMRT (PDP) Sdn Bhd, the MRT Project Delivery Partner.

Under the programme, the participants would either solely or in partnership, form companies which would be registered with the Construction Industry Development Board. These companies would then be awarded contracts by MRT Corp. PUNB would provide grants for the setting up of these companies and the participants will also receive a monthly allowance.

To date, four companies have already been set up and are in the process of being awarded contracts by existing Work Package Contractors of the MRT Project.



## PROJECT ENTREPRENEURSHIP PROGRAMME

By Fakhrrazi Mohammad

**THE** first batch of the MRT Young Graduates Entrepreneurship Programme completed their training where they learnt skills that will equip them to become contractors in the construction industry.

A simple graduation ceremony was held at the Corporate Headquarters of Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) on 15 March 2014 where certificates were presented to the 14 participants by MRT Corp Chief Executive Officer Datuk Wira Azhar Abdul Hamid.

Also present was Perbadanan Usahawan Nasional Bhd (PUNB) Chief Executive Officer Encik Dzulkifli Fadzilah.

In his speech during the ceremony, Datuk Wira Azhar said he hoped the participants had benefitted from the programme and will be able to deliver the utmost best.

“Seize the opportunity. Build your skills and capabilities as a contractor to be able to raise the bar in the future,” he said.

The Programme, which was drawn up with the collaboration of PUNB, is part of MRT Corp’s Bumiputera Agenda.

It aims to create a pool of Bumiputera entrepreneurs who will be able to venture into the construction industry.



### DID YOU KNOW THAT ...

**THE** Tokyo metro system is the busiest in the world, with a daily ridership of 8.7 million. The system consists of 13 lines and 290 stations, and is made up of several separate networks run by different operators.

The metro system also forms one part of the Greater Tokyo rail system, which includes commuter and regional trains. The entire network has over 800 stations and a ridership of 40 million daily.

## ACQUIRING PRIVATE LAND FOR PUBLIC PURPOSE

**IN** the second part of our series of land issues, we introduce the basic principles and procedures of the land acquisition process under the Land Acquisition Act 1960.

By Khazrul Hislan Kamarudin

**THE** Land Acquisition Act 1960 (LAA) was enacted by the Parliament of Malaysia to standardise the law on land acquisition for all states in Peninsula Malaysia.

As the power to acquire land compulsorily belongs to the state under the Federal Constitution, each state used its respective state enactment for the purpose of land acquisition before the LAA came into force. At that time, each state had its own policy and procedure on acquiring land.

Today, the LAA is applicable in all states in Malaysia except for Sabah and Sarawak, where they have their own state enactments, namely the Sabah Land Ordinance and Sarawak Land Code.

All private land required for the Klang Valley MRT Project was acquired under the LAA. The Government paid about RM1.6 billion in compensation of the acquisition. In terms of area, an estimated 170 hectares of land was acquired for the project, involving over 400 lots of land.

It must be stated here that private land acquired for the MRT Sungai Buloh-Kajang Line constituted only about 30% of the total land required. The rest of the project utilised Government-owned land and other lands such as road and river reserves.

One of the fundamental issues when it comes to land acquisition is the purpose of the acquisition. Section 3(1) of the LAA lists three types of acquisition, each of which is determined by the purpose for which the land is being acquired. The three are:

- For public purpose,
- By any person or corporation for any purpose that is beneficial to economic development, and
- For mining, residential, agricultural, commercial, industrial and others.

The land acquired for MRT Project comes under public purpose. As application for acquisition for public purpose can only be done by a Government ministry or agency, the Prime Minister’s Department was the

applicant in the MRT Project’s case because it is a Federal Government project.

The fact that the project belongs to the Federal Government while land acquisition is within the jurisdiction of states requires Article 83 of the Federal Constitution to be invoked. The article enables the Federal Government to require the State Authority to do the acquisition of land for Federal purposes.

As the Applicant Agency on behalf of the Federal Government for the MRT Project, the Prime Minister’s Department submitted the application to acquire land to the Department of the Director-General of Land and Mines (JKPTG). JKPTG acts as the coordinator for the Federal Government, and intermediary between the Federal and State Governments, for all land matters.

JKPTG prepared the submission and passed it to the State Land and Mines Office for the application to come before the State Land Executive Committee (Land Exco).

As land for the MRT Project was acquired in both Selangor and the Federal Territory of Kuala Lumpur, the application had to be submitted to Land Exco of Federal Territory of Kuala Lumpur and Selangor State Executive Council respectively for approval.

The Federal Territory Land Exco is chaired by the Chief Secretary to the Government while Selangor State Executive Council is chaired by the Menteri Besar.

Once the application was approved, the State empowered a JKPTG officer, who is a Federal Officer, via gazette under Section 12(1)(b) of the National Land Code 1965.

This is to enable the officer to play the role of District Land Administrator specifically to carry out the land acquisition process on behalf of the State expediently.



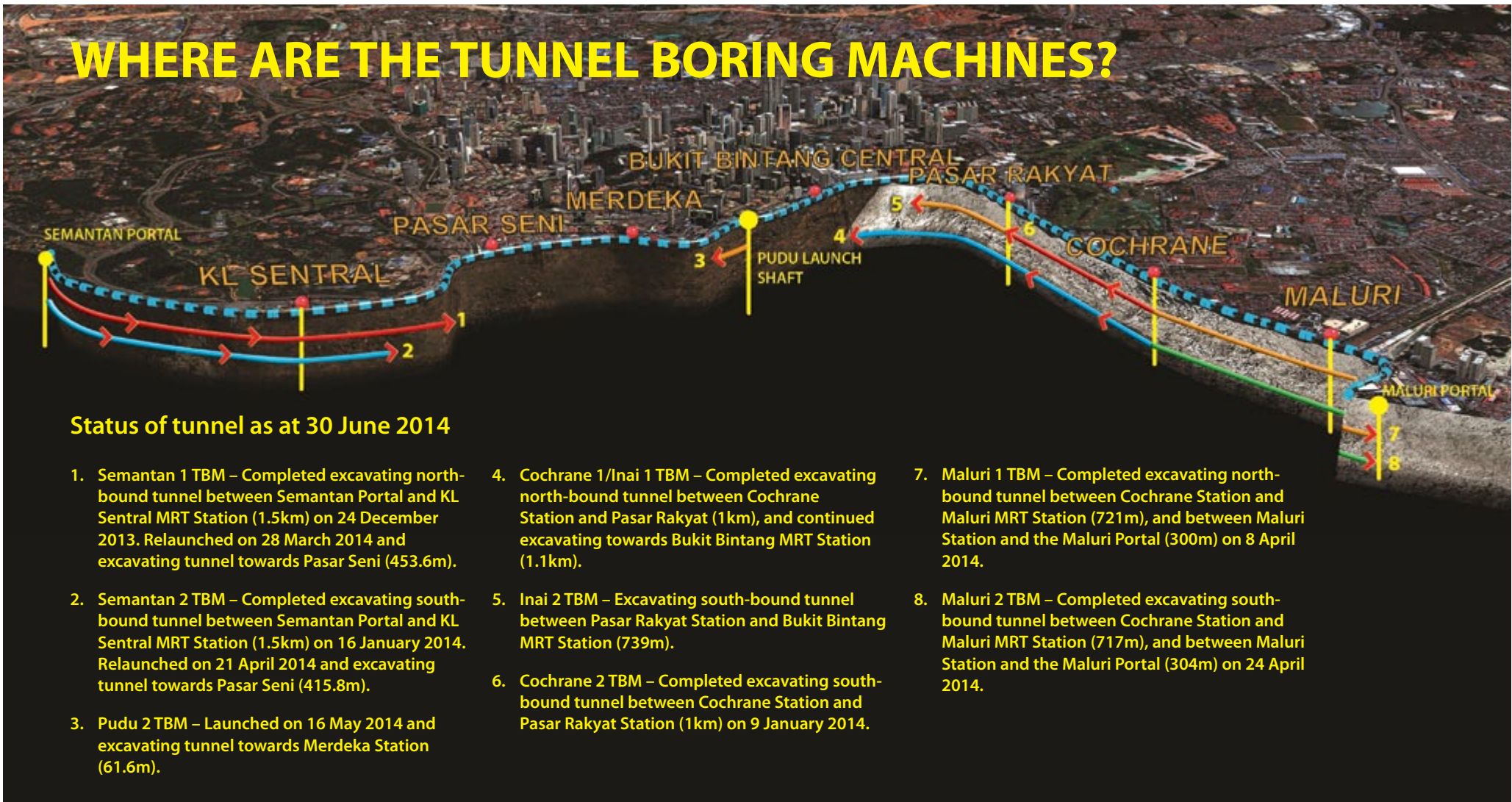
■ **IN SEQUENCE** • Combination of pictures showing the breakthrough of the Maluri 2 TBM on 24 April.



■ **WORK DONE** • View of the tunnel openings at the portal, with the Maluri 2 TBM being disassembled (right).



■ **ANOTHER ACHIEVEMENT** • MRT Corp Chief Executive Officer Datuk Wira Azhar Abdul Hamid (middle) with MGKT Project Director Mr Satpal Bhogal (right) and MGKT Project Manager Mr Gustav Klados (left) posing for a photo in front of the Maluri 2 TBM after it successfully broke through on the 24 April 2014.





# EVP: HELPING COMMUNITIES ALONG THE MRT ALIGNMENT

By Nik Haizan Nik Zambri



**JOB DONE** • Volunteers pose for a photo after painting the outside of the community hall at Taman Shahjaya, Cheras.



**WORKING TOGETHER** • MRT Corp Chief Executive Officer Datuk Wira Azhar Abdul Hamid (in white) getting a wall at the outside of the Taman Shahjaya Community Hall ready for a coat of paint.



**CLEAN UP** • Volunteers clearing the drains and other areas of Kampung Masjid in Sungai Buloh.

**MASS** Rapid Transit Corporation Sdn Bhd (MRT Corp) has set up the MRT Employee Volunteer Programme (EVP) to allow its staff as well as those of the Project Delivery Partner (PDP) and contractors to take part in activities which will benefit communities along the alignment of the MRT Sungai Buloh-Kajang Line.

The first EVP activity was successfully held on 7 June 2014 with around 80 staff members from MRT Corp, MMC Gamuda KVMRT (PDP) Sdn Bhd (MMC Gamuda) and TSR Bina Sdn Bhd (TSR Bina) participating in the cleaning up of Kampung Masjid in Sungai Buloh, Selangor.

MMC Gamuda is the PDP while TSR Bina is the Sungai Buloh Multi Storey Park and Ride Work Package Contractor.

Kampung Masjid is located next to the Sungai Buloh Multi Storey Park and Ride construction site.

The participants together with Kampung Masjid villagers were divided into seven groups for the clean-up effort. The tasks included cleaning of drains, cutting down dead trees and collecting garbage. Bulk waste was removed using lorries provided by TSR Bina.

A week later, the EVP saw Surau As-salam in Kampung Selamat, Sungai Buloh, getting a fresh coat of paint when about 60 staff members from MRT Corp, MMC

Gamuda and Syarikat Muhibbah Perniagaan and Pembinaan Sdn Bhd (SMPP) spent the morning of 14 June 2014 repainting the building.

Kampung Selamat is located opposite Kampung Baru Sungai Buloh adjacent to the MRT alignment in Package V1, which is being constructed by SMPP.

Besides painting the surau, MRT Corp also contributed RM2,000 for the surau's preparation for the holy month of Ramadan.

The third EVP activity, held on 21 June 2014, was the last to be organised before the break for Ramadan and Hari Raya Aidil Fitri.

On that day, some 70 staff members from MRT Corp including its Chief Executive Officer Datuk Wira Azhar Abdul Hamid, MMC Gamuda and V6 Work Package Contractor Ahmad Zaki Sdn Bhd gathered to paint the Taman Shahjaya community hall.

Taman Shahjaya in Cheras is located between the future Sri Raya Station and Bandar Tun Hussein Onn Station. The MRT elevated guideway runs next to the hall.

The community hall is frequently used by the residents of Taman Shahjaya for various activities and during Ramadan, the hall is used for Terawih Prayers.

# HAVING A BALL OF A TIME AT THE CLQ SPORTS CARNIVAL

By Nik Haizan Nik Zambri

**LIFE** is not just all about work for the workers of the MRT Project.

Some 300 workers had a fun-filled day and a chance to show their sporting skills at a sports carnival for those employed by MRT Project contractors.

The sports carnival, organised by Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) and the Project Delivery Partner (PDP), MMC Gamuda KVMRT (PDP) Sdn Bhd, was held at the Sungai Buloh Centralised Labour Quarters (CLQ) on 18 May 2014. MRT Corp's Chief Executive Officer Datuk Wira Azhar Abdul Hamid was present at the carnival.

The workers were divided into teams representing their respective work packages. The teams were from Syarikat Muhibbah Perniagaan dan Pembinaan Sdn Bhd (SMPP) for V1, Gadang Engineering (M) Sdn Bhd for V2, Mudajaya Corporation Bhd for V3, Sunway Construction Sdn Bhd for V4, TSR Bina Sdn Bhd for the Sungai Buloh Multi Story Park and Ride, Trans Resources Corporation Sdn Bhd (TRC) for the Sungai Buloh Depot and Mitsubishi Heavy Industries Ltd for Trackworks.

Each of the teams formed smaller teams to take part in volleyball, sepak takraw, table tennis and futsal. Some of the bigger teams, such as Sunway Construction, managed to form two teams for futsal.

Many of the teams came dressed in jerseys with their colours and some even had flags, giving the

event an atmosphere of a very competitive sports championship.

Team TRC were the champions for table tennis, while Team Mudajaya came up tops for volleyball. For sepak takraw, Team SMPP were the champs.

The highlight was for futsal where Sunway's two futsal teams ended up facing each other in the finals. Team Sunway A emerged as champions.

Besides a championship medal, each team member of the winning teams received RM100 worth of phone credits. They also brought back Kenny Rogers meal vouchers and MRT Corp water bottles.

For the runner-ups, each team member received a medal, RM50 worth of phone credits and an MRT Corp water bottle.

For teams in third place, each member received a medal, RM30 worth of phone credits and an MRT water bottle.

The medals and prizes were presented by Datuk Wira Azhar.

He said more sports carnivals will be organised as it served to promote sportsmanship and camaraderie amongst the workers who come from different countries to work for the MRT Project.

"This carnival is also a way for us to show appreciation for the hard work that the workers have put in and I hope they had fun taking part in the games," he said.



**WELL DONE** • MRT Corp Chief Executive Officer Datuk Wira Azhar Abdul Hamid (in maroon t-shirt) with the workers after the prize giving ceremony.



**PROUD MOMENT** • Datuk Wira Azhar Abdul Hamid presenting a mock cheque to Team Sunway B, the runner up for the futsal competition. With him is MMC Gamuda KVMRT (PDP) Sdn Bhd, Deputy Construction Director, Encik Adil Putra Ahmad.



**SHOWDOWN** • Sunway Team A and B ready for the futsal finals.



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